

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.
SHORT RANGE CUP AND SPOONS.
TOMORROW (SATURDAY), the 27th
Instant, at 3 P.M.
Ranges—500 and 600 yards.
Ten Shots and one Sighter.
MOWBRAY S. NORTHCOTE,
Hon. Sec.
Hongkong, 26th May, 1899. [35]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"**HAILONG.**"
Captain Robson, will be despatched for the above Ports, on **SUNDAY**, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers,
Hongkong, 26th May, 1899. [709a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
The Company's Steamship

"**FORMOSA.**"
Captain Douglas, will be despatched for the above Ports, on **MONDAY**, the 29th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers,
Hongkong, 26th May, 1899. [710a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"**UNDAUNTED.**"
will be despatched for the above port, on **MONDAY**, the 29th instant, at 5 P.M., instead of as previously advertised.

To be followed by the **S.S. BENLOMOND**, about 3rd June.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 26th May, 1899. [547a]

NORDDEUTSCHER Lloyd.

NOTICE.
STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
The Company's Steamship

"**HOHENZOLLERN.**"
Captain E. Woltersdorff, will leave for the above Ports, on or about **WEDNESDAY**, the 31st instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 26th May, 1899. [705a]

NORDDEUTSCHER Lloyd.

NOTICE.
STEAM TO SHANGHAI.
The Company's Steamship

"**SACHSEN.**"
Captain F. Mentz, due here with the outward **German Mail** about the 30th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 26th May, 1899. [705a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship

"**TAIYUAN.**"
Captain Nelson, will be despatched as above on **THURSDAY**, the 15th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from **AUSTRALIA** are available for return by the Steamers of the **EASTERN AND AUSTRALIAN S.S. Co.** and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th May, 1899. [711a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"**NUBIA.**"
FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that the Goods being landed and placed *on shore* in their Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, *ex S.S. Himalaya & Arcadia*,
From Australia, *ex S.S. Australia*,
From Bombay, *ex S.S. Shannon*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO DAY.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 26th May, 1899. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.
CONSIGNEES OF CARGO per Steamship "OPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignments, and to take immediate delivery of their Goods from the Godowns.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 26th May, 1899. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

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H. A. RITCHIE,
Superintendent.
Hongkong, 26th May, 1899. [5]

Intimation.

A. S. WATSON & Co., LIMITED.
MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.
On the 19th of May, at 48, Bubbly Well Road, Shanghai, the wife of DUNCAN McNEILL, barrister-at-law, of a son.

MARRIAGE.
At the Union Church, on 26th inst., by the Rev. C. D. Cousin, JESSIE, the only daughter of James Edwards, of Hongkong, and niece of Surgeon-Major Knowles-Edwards, of the Hermitage, Blackheath, Kent, to JOHN ROBIN BURGESS, of Hongkong.

DEATH.
At the General Hospital, Shanghai, on the 26th inst., JOHN WATSON, in his 61st year.

THE HONGKONG TELEGRAPH
HONGKONG, FRIDAY, MAY 26, 1899.

REUTER'S TELEGRAMS.
THE QUEEN'S BIRTHDAY.

LONDON, May 26th.

The Queen's Birthday was honoured throughout the world by the Colonial Governors who held levees, and gave banquets and salutes were fired. President McKinley cabled the congratulations of the American people. The Transvaal Parliament was adjourned out of respect and salutes were fired.

NEW JAPANESE LOAN.
A new Japanese Loan of £10,000,000 at 4% will be issued next week at 90.

THE TRANSVAAL.
The Volksraad has considered President Kruger's Franchise Reform; the tone of the discussion was unfavourable and the proposals were considered too liberal. On the other hand the Uitlanders regard them as absurdly inadequate.

TYPHOON WARNING.
The Observatory report says:—On the 26th at 10.30 a.m. Black Drum hoisted. At 11.10 a.m. The barometer has fallen considerably on the S. and S.E. coasts of China. The depression seems to be situated to the South of Swatow, and moving towards the S. part of the Formosa Channel. FORECAST:—N.W. to S.W. winds; fair, squally.

LOCAL AND GENERAL.
THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

It is reported that the Kaiping mines, which were flooded some time previously and from which no coal has been taken for fully a month, have been pumped out, and are again being worked.

NEWCHANG is still witnessing troublesome times. Owing to the enhanced price of millet the boatman have, first in the interior and now at the port itself, struck for higher wages. Shipping is slack.

It is reported in Shanghai that Viceroy Yi Lu of Tientsin has appointed an expectant Taotai named Huang Kien-chai to take over the management of the China Merchants' Co. at that port, *vice* Huang Kien-yuan promoted to the Shanghai Taotai.

Despite the fact that the water supply of Macao is by no means so good as that of Hongkong, the place does not appear to suffer so from lack of water as this colony is now doing. The Macao authorities are bringing water into the town in water boats and it is distributed free from the boats to all who care to come for it. Could not a similar arrangement be made in Hongkong in times of drought? There is plenty of room for it to be obtained from the mainland and the water should not be so scarce as it is now.

H.M.S. *Woodcock* successfully completed her steam trials on the 26th of May and was commissioned on Saturday, the 26th, exactly 28 days from the time the sections were landed at Tungkoloo Dock.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Anon. £15

We have received from Messrs. Kelly and Walsh a handy little book entitled "Progressive and Idiomatic Sentences in Cantonese Colloquial" by A. A. Fulton. This is the second edition of the work, which has been enlarged and a vocabulary added. The book should be most useful to all those studying Cantonese.

THE *Echo de Chine* records the death of Francisque Sarey, the famous French writer. Born over seventy years ago, he was first a schoolmaster, but eventually became a writer and dramatic critic. He made his fame largely by his lectures, but as the dramatic critic of the *Temps* since 1867 he exercised great influence over the theatres and the public.

EXTRAORDINARY meetings of Founders and Ordinary Shareholders of the Central Stores, Limited, were held at the Central Hotel, Shanghai, on the evening of the 19th instant, when the resolutions, authorising the reduction of the capital of the Company and a return of \$3 per share to holders, passed at the annual general meeting, were confirmed.

WHEN a European walks into the Kowloon Hinterland he is, as often as not, followed by a yelling crowd of Chinese youngsters shouting "foreign devil" and spitting behind his back, or to his face should their numbers be considerable. Take a walk out in the Macao Hinterland and all is different. The natives are courteous and friendly and do not troop out to gaze upon the foreigner as upon some strange beast. What is the reason for it, we wonder?

A PRETTY little wedding took place this afternoon at the Union Church, the happy couple joined in wedlock being Miss Jessie Edwards (daughter of Mr. J. Edwards of the Marine Club) and Mr. John Robin Burgess. The bride was given away by her father, Mr. Geo. Tuohy acting as best man; and Miss E. Turner (cousin to the bride) was bridesmaid. The Rev. C. Dixon Cousin performed the marriage ceremony. Amongst the many presents is an elaborate marble clock by Falconer & Co., presented by members of the Marine Club.

CHINESE ruffians are now attacking their own people and robbing them in broad daylight. Curious to relate the thieves who rob Chinese can be caught, but those who molest Europeans somehow get clear away and cannot be traced. The day before yesterday the proprietor of the Marine Club stepped from his house and saw a Chinaman coming towards him, pursued by two policemen and two Chinese women. Mr. Edwards snatched a long bamboo from a coolie and managed to trip up the thief, who was pounced upon and held until the police came up. It transpired that the ruffian had snatched the earnings from the ears of the two Chinese women.

IT is a peculiar fact that despite the flourishing condition of Hongkong and the decayed state of Macao, the latter settlement far surpasses us in the matter of tickshas and rickshas. True, the vehicles are somewhat dilapidated (they must needs be so to match their surroundings) but they are roomy and comfortable and one is not cramped up in them as in those of Hongkong. Here the coolie is insolent and moves at a snail's pace; there he is obliging and rattles along at a rate that would fill a Hongkong coolie with awe. The Macao coolie takes an eight mile run as a matter of course, takes you up hill and down dale and at the finish accepts his fare without demanding four times the amount to which he is entitled. Evidently Macao is not run for the benefit of the Chinese coolie alone.

THE *A. G. D. News* pays the following tribute to Mr. Goodnow:—When the future historian of Shanghai writes of the Extension of the Settlement in 1899, we trust he will do justice to the strenuous and well-directed exertions in the matter of Mr. J. Goodnow, the U.S. Consul-General. Mr. Goodnow has been one of the most earnest workers in this matter and a most valuable ally of the Chairman of the Council, Mr. J. S. Fearon. He did his best when Mr. Conger, the American Minister, passed through Shanghai, to interest him in the matter; and the ultimate success attained is to be largely attributed to his efforts in conjunction with those of the British Consul-General, Mr. Byron Brennan, and Dr. Knappe, their German colleague.

By order of the Inspector-General of Customs the following notice is issued to mariners:—Notice is hereby given that a bank of small extent, with 8 feet of water on it at low water of spring tides, exists about 24 cables S. of W. from the south point of Sharp Peak Island. To avoid this bank vessels entering the Min River should, after crossing the Inner Bar, bring the south end of West Brother just open of the south end of East Brother, and keep them so until Woga Point and High Sharp Peak are in line. These latter two marks kept in line on a N.W. course will lead into the deep water to the southward of Woga Hill.

By Order of the Inspector-General of Customs, W. FRED. TYLER, Acting Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 26th May, 1899.

THE PLAGUE.
Cases reported to 26th instant:—
Do. do. during past 24 hours:—
Deaths reported to 26th instant:—
Do. do. during past 24 hours:—

THE MUTUAL STORES CASE.

THE ACCUSED COMMITTED FOR TRIAL.
This afternoon Reginald Hopkins was again brought up on remand at the Police Court, before Mr. Sercombe Smith, charged with embezzling the sum of \$1,000. Two other charges were also brought forward embodying the embezzlement of various sums amounting to over \$3,000. Further evidence having been taken the accused was committed for trial at the next Criminal Sessions.

ROWING.

On Saturday last the Shanghai Rowing Club held their Spring Regatta, over a down river course, in fine weather. A large number of spectators were present. Following are the results:—

1.—CHALLENGE EIGHT-OAR RACE.—In Racing Eight. Entrance fee, \$16 per boat. Distance, 1 mile.
Mih-ho-Loongs—Red and Black.—1.

2.—Mih-ho-Loongs—Red and Black.—1.
Bow—A. E. Cooper.....12 1/2 lbs.
2.—F. Ricket.....10 9
3.—J. E. Denham.....11 11
4.—G. E. Stewart.....12 3
5.—J. Jackson.....12 8
6.—G. V. T. Marshall.....12 3
7.—E. T. Byrne.....12 3
Stroke—F. A. Rickard.....11 6
Cox—J. Stenhouse.....10 12

Club "8"—Dark Blue.—2.
Bow—M. Chapeaux.....11 12
2.—M. Bohl.....10 5
3.—H. R. Shaw.....10 10
4.—H. R. Thomas.....10 9
5.—H. Wallen.....12 10
6.—Dr. Petersen.....13 0
7.—McNeill.....11 2
Stroke—M. F. Land.....11 1
Cox—A. H. Jamieson.....9 4

The Club, with the inside position, were the first to show in front, but there was some rather noticeable splashing, and they soon came back to the Mih-ho-Loongs, who rowed all through a quicker and cleaner stroke. Opposite the front, and passing the *Bonaventure* were the *Yen-fah* Club, but they could not catch their rivals, who won in 5 mins. 15 3/5 secs. The losers' time being 5 mins. 20 3/5 secs.

2.—JUNIOR FOUR-OAR RACE.—In Shanghai Fours. Entrance fee, \$8 per boat. Distance, 1 mile.
Midshipmen H.M.S. Bonaventure.—1.

3.—Midshipmen H.M.S. Bonaventure.—1.
Bow—A. T. Tillard.....10 10
2.—R. T. Ferrand.....11 0
3.—F. M. Abten.....11 7
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—2.
Bow—M. P. Skene-Knox.....11 10
2.—H. de Pontiere.....11 11
3.—W. A. Stofferfort.....11 4
Stroke—C. F. Gram.....10 13
Cox—A. L. Anderson.....10 10

Green.—3.
Bow—W. Brand.....10 3
2.—F. E. Hodges.....10 4
3.—C. B. Kaye.....11 4
Stroke—J. V. Davis.....10 5
Cox—H. E. Algar.....12 7

The "Maid" rowed very quickly, with Red and Green inside, at once dashed away with the lead, and having matters all their own way, and rowing capitalily won with ease in 5 mins. 40 1/5 secs.

3.—DOUBLE SCULLS.—In Club Shells. Entrance fee, \$4 per boat. Distance, 1 mile.
Red.—1.

4.—Red.—1.
Bow—A. H. Jamieson.....9 4
Stroke—N. B. Ramsay.....11 4

Green.—2.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—3.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—4.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—5.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—6.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—7.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—8.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—9.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—10.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—11.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—12.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—13.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—14.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—15.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—16.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—17.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—18.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—19.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—20.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—21.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—22.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—23.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—24.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—25.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—26.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—27.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—28.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—29.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—30.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—31.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—32.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—33.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—34.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—35.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—36.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—37.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—38.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Red.—39.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

Green.—40.
Bow—H. R. Thomas.....11 9
Stroke—H. Gibbs.....12 4
Cox—F. S. Schaffer.....8 10

to the committee his appreciation in emphatic terms, and was much gratified with the hearty welcome of the foreign community. Upon his arrival at the Racecourse he was lustily cheered by the foreigners assembled, and bowed repeatedly in acknowledgment.

In connection with the Emperor's reception there were one or two unprecedented occurrences. For instance, according to custom, the Community's address should have been laid upon the table, but the Emperor received it direct from Mr. Robinson's hand. Then again His Majesty, in his reply, not only exceeded the usual maximum of words, namely six, but for the first time on record in Japanese history, the Emperor, in replying to an ambassador, addressed to him merely "I," may mention that during His Majesty's progress through the Settlement the foreigners were scrupulous in adhering to the Japanese custom of not looking down upon the Emperor from an elevated position.

The Nippon Race Club brought their Spring meeting to a close yesterday (26th inst.). The weather was favourable throughout the meeting, although the ground was heavy on the first day owing to a downpour of rain the previous day. The principal feature of the meeting was, of course, the visit of the Emperor, but taken all round the meeting was eminently successful. One record was broken, despite the heavy nature of the ground, during the first day's racing, viz., the Nippon Plate, mile and a half, Mr. Tatsuta's "Tatsuta" covering the distance in 2 min. 53 sec., the best previous time being "Young Australia's" 2 min. 56 sec. in November, 1897. The Autumn Meeting will be looked forward to with particular interest, as the committee have ordered a number of whalers from Australia in consequence of the difficulty experienced in securing good country-breds. There is one thing the committee might with advantage take in hand, and that is to provide some accommodation for reporters. There is at present practically no accommodation whatever, there is no place allotted to them from which to view the races, no fifth is provided, and I am told by two reporters that they were obliged to purchase their own boxes. When members of the Press have to elbow their way amongst the crowd backward and forward in order to obtain particulars of starters, weights, pari-mutuel, &c., it is scarcely possible for them to give a detailed and accurate report. The committee might provide a box of some kind which would be easy of access and egress, so that the reporters could be saved from the necessity of pushing past the ladies on the grand stand, and by so doing a more detailed and greatly improved account would be obtained for them to place on record. I trust the committee will look upon the complaints of the members of the Press in the right spirit, and so arrange matters in the future that the reporters may have a fair chance of carrying out their numerous duties with more efficiency and comfort than has been possible hitherto.

TIENTSIN SPRING RACE MEETING, 1899.

Monday, Tuesday, and Wednesday, 15th, 16th and 17th May.

Stewards:—W. C. G. Anderson, Esq., H. Balluff, Esq., J. M. Dickinson, Esq. (Hon. Sec. and Treas.), W. H. Forbes, Esq., A. Irwin, Esq., E. Jacobson, Esq. (Clerk of the Course), H. Robertson, Esq., and J. Stewart, Esq. Clerk of the Scales:—J. W. H. Forbes, Esq. Starter:—Messrs. Stewart and Dickinson. Judges:—Messrs. Anderson and Irwin. Time-keeper:—E. Johnson, Esq. Telegraph Board:—H. Balluff, Esq. Record Keeper:—W. McLeish, Esq.

FIRST DAY, MONDAY, 15TH MAY, 1899. THE SPRING CUP, value, Tls. 125; for China ponies; weight for inches as per scale; griffins of this meeting allowed 5 lbs; entrance, Tls. 5. One mile and a quarter.

Mr. Eric's gr. The Boneshaker, 1st 12lb. Mr. Stewart 1
Mr. Heinemann's ch. Na Na, 2nd 9lb. Mr. Watts 2
Mr. Tai-lai's br. Moribund, 1st 4lb. Mr. Watt 2
Mr. Andrew's ch. Tynedale, 1st 12lb. Mr. F. Sommer 3
Mr. Verdan Green's gr. Last Toast, 1st 12lb. Mr. A. Watts 1
Mr. England's wh. Gordon, 1st 12lb. Mr. W. H. Hunt 1
Messrs. Bax-Ironside and Campbell's ch. Messenger, 1st 12lb. Dr. Robertson 1

The specter of old established favorites got away to a very pretty start. A trio entered the straight in line, viz., Moribund, Na Na, Last Toast, but the Peking pony rapidly came through and went stride for stride with Na Na, the latter held his own to the very post, when Mr. Stewart landed "The Boneshaker" in front of his rival by a very brief nose. A grand finish; Moribund was a fair third, a length and a half astern. Time, 2:41.

THE MAIDEN PLATE, value Tls. 225; first pony, Tls. 175; second pony, Tls. 50; for China ponies that have never run before; weight for inches as per scale. Entrance, Tls. 10. Three quarters of a mile.
Mr. Deiring's blk. Set, 1st 7lb. Mr. A. Watts 1
Mr. Colin Campbell's dun. Whitefoot, 1st 12lb. Mr. J. Gresson 2
Mr. Munthe's br. Belial, 1st 12lb. Mr. C. R. Morling 3
Mr. Andrew's sk. Alndale, 1st 12lb. Mr. J. W. Fenton 1
Mr. J. M. D.'s dun. Decree, 1st 13lb. Mr. F. Sommer 3
Mr. Andrew's gr. Egil Jarl, 1st 12lb. Mr. J. Watts 1
Mr. Edgar's bay. Saphir, 1st 9lb. Mr. R. Stewart 1
Mr. England-Schroff's ch. Omdurman, late. Glovebox, 1st 12lb. Mr. E. Fabris 1
Mr. J. M. D.'s ch. Matchlock, 1st 12lb. Mr. W. H. Hunt 1
Mr. J. M. D.'s dun. Decree, 1st 12lb. Mr. A. Watts 1
Mr. J. M. D.'s ch. Matchlock, 1st 12lb. Mr. A. Watts 1
Mr. J. M. D.'s ch. Matchlock, 1st 12lb. Mr. A. Watts 1

The crowd got away like a cavity train, in a dead level line. Alndale made the pace from the start, but before the first stage was reached he came up (500 yds.) and the race was virtually over for place one. At the half (500 yds.) he led by two lengths, and then romped away and won just as he liked by any number of lengths. He was pulled up, and entered in, but even under these conditions he beat the local record and equalled that of China. There was good fun for second honours, Whitefoot taking them from Tai-lai by one length; Saphir was just displaced after a fine run in. Time, 1:56 1/2.

THE 120-YARD STAKES, value, Tls. 50; for China ponies; weight for inches as per scale. Entrance, Tls. 5. Half a mile.
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 1
Mr. Munthe's sk. Stryker, 1st 12lb. Mr. F. Sommer 1
Mr. England's gr. Khartoum, 1st 12lb. Mr. F. Sommer 1
Mr. Andrew's gr. Khartoum, 1st 12lb. Mr. F. Sommer 1
Mr. Newmarket's gr. Accident, 1st 12lb. Mr. F. Sommer 1

The small field got away on level terms, but Moribund at once took up a leading position, and was never displaced from it. Svend, the favourite, lay back and only came up on entering the straight. The quarter took 28 1/2, and hopes were entertained of another record, but Moribund was never pressed; he came steadily away and won at the five or six lengths, Svend bearing Khartoum by a brief head. Time, 59 1/2.

THE NORTHERN CUP, value Tls. 125; first pony, Tls. 100; second pony, Tls. 25; for griffins of this meeting and non-winners at previous meetings. Griffins to carry weight for inches as per scale; non-winners at previous meetings to carry 5 lbs extra; winner of Maiden Plate to carry 7 lbs extra; entrance, Tls. 5. One mile and a half.
Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Munthe's gr. Egil Jarl, 1st 12lb. Mr. F. Sommer 3
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Munthe's gr. Egil Jarl, 1st 12lb. Mr. F. Sommer 3
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1

Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Munthe's gr. Egil Jarl, 1st 12lb. Mr. F. Sommer 3
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Munthe's gr. Egil Jarl, 1st 12lb. Mr. F. Sommer 3
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1

A fine race Egil Jarl went out, but developing a sanguinary nose before he came to the flag, he retired. As usual there was an excellent start; Poland, the favourite, took up the lead with Troutbeck and Moribund on his flanks. First quarter 31; the same trio in the sequence of Troutbeck, Moribund, Poland, passed the half in 1:4. Then Dorogoi asserted himself, and exchanged places with Poland, three-quarters 1:28 1/2. The band saw little change, and Troutbeck still led at the mile, 2:11 3/5. Poland came up once more and the old three ran abreast into the home straight. The fifth quarter (2:44 2/5) witnessed a big change, Dorogoi and Edict were brought up and easily collared the leaders limited the race to a duel. The Shanghai jockey after a fine ride in, won by two lengths, Moribund the same distance behind Dorogoi. Time, 3:16.

THE PRIZE STAKES, value Tls. 100; for China ponies; weight for inches as per scale; winners at this meeting to carry 5 lbs extra; entrance, Tls. 5. Three quarters of a mile.
Mr. Andrew's I. gr. Advance, 1st 12lb. Mr. A. Watts 1
Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Munthe's gr. Egil Jarl, 1st 12lb. Mr. F. Sommer 3
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1

Svend exhibited the old Norse contempt for law and order by galloping riderless round the course before he consented to be legally despatched. A accident had the same advantage of a good start, but the field came up and made it a quietest for the first quarter (29 1/2). Advance led after this and was never again overtaken. The half took 59 1/2, then Sultan, the Spring Champion in Peking made his bid, for a short time he looked in it, but Advance held on, and latter made Advance "burn col" but only got within two lengths; he defeated Sultan by the same distance. Time, 1:31 1/2.

THE CHINA CUP, for China ponies; value Tls. 140, added to a Sweepstakes of Tls. 16 each; forfeit Tls. 5, if declared on or before the date of closing the entries for the spring meeting when the balance of Tls. 5 is to be paid and the name and colour of the pony declared; the stakes will be divided as follows: first pony, 75%; second pony, 25%; weight for inches as per scale; winners at any meeting of a race of 13 miles or over, unless won with an allowance, to carry 5 lbs extra; non-winners allowed 5 lbs; ponies that have never run before this meeting allowed 5 lbs; no ponies qualified to run unless entered at the spring meeting, 1899, in an official race; entrance, Tls. 10. One mile and a half.
Mr. Heinemann's ch. Igel, 1st 12lb. Mr. J. Watts 1
Mr. Deiring's bay Ammon, 1st 13lb. Mr. A. Watts 1
Mr. Eric's ch. Rumour, 1st 12lb. Mr. F. Sommer 3
Mr. Willing's ch. Manifesto, 1st 12lb. Mr. J. M. D.'s ch. Edict, 1st 12lb. Mr. A. Watts 1
Mr. Garmet's gr. Nabakisch, 1st 12lb. Mr. W. H. Hunt 1
Mr. Tai-lai's ch. Osman, 1st 12lb. Mr. F. Sommer 3
Mr. J. M. D.'s dun Decree, 1st 13lb. Mr. F. Sommer 3
Mr. Ray's ch. Phonograph, 1st 12lb. Mr. A. Watts 1

Another grand race in the excellent time of 2:15. The event was very open, though Nabakisch consistently good form during the recent training found him many supporters. There was the usual good start, then Osman led a pear field and did the first quarter in 33sec; he was then joined by Decree and the latter made Advance "burn col" but only got within two lengths; he defeated Sultan by the same distance. Time, 1:31 1/2.

THE VISITORS' CUP, value Tls. 100; presented by China ponies; weight for inches as per scale; griffins, non-winners, allowed 5 lbs; entrance, Tls. 5. One mile.
Mr. Eric's gr. The Boneshaker, 1st 12lb. Mr. Stewart 1
Mr. Colin Campbell's dun Whitefoot, 1st 12lb. Mr. J. Gresson 2
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Andrew's br. Abbeydale, 1st 12lb. Mr. J. W. Fenton 1
Mr. Munthe's dun. Eric Jarl, 1st 12lb. Mr. J. Watts 1
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. Verdan Green's ch. Kissung, Cup late. Sleipner, 1st 12lb. Mr. W. H. Hunt 1
Mr. England's wh. Gordon, 1st 12lb. Mr. W. H. Hunt 1
Mr. Deiring's blk. Set, 1st 7lb. Mr. A. Watts 1
Mr. Colin Campbell's dun Whitefoot, 1st 12lb. Mr. J. Gresson 2
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Andrew's br. Abbeydale, 1st 12lb. Mr. J. W. Fenton 1
Mr. Munthe's dun. Eric Jarl, 1st 12lb. Mr. J. Watts 1
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. Verdan Green's ch. Kissung, Cup late. Sleipner, 1st 12lb. Mr. W. H. Hunt 1
Mr. England's wh. Gordon, 1st 12lb. Mr. W. H. Hunt 1
Mr. Deiring's blk. Set, 1st 7lb. Mr. A. Watts 1
Mr. Colin Campbell's dun Whitefoot, 1st 12lb. Mr. J. Gresson 2
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Andrew's br. Abbeydale, 1st 12lb. Mr. J. W. Fenton 1
Mr. Munthe's dun. Eric Jarl, 1st 12lb. Mr. J. Watts 1
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. Verdan Green's ch. Kissung, Cup late. Sleipner, 1st 12lb. Mr. W. H. Hunt 1
Mr. England's wh. Gordon, 1st 12lb. Mr. W. H. Hunt 1
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Mr. Deiring's blk. Set, 1st 7lb. Mr. A. Watts 1
Mr. Colin Campbell's dun Whitefoot, 1st 12lb. Mr. J. Gresson 2
Mr. Tai-lai's br. Moribund, 1st 12lb. Mr. F. Sommer 2
Mr. Andrew's br. Abbeydale, 1st 12lb. Mr. J. W. Fenton 1
Mr. Munthe's dun. Eric Jarl, 1st 12lb. Mr. J. Watts 1
Mr. Munkish's gr. Ranger, 1st 12lb. Mr. J. Watts 1
Mr. Verdan Green's ch. Kissung, Cup late. Sleipner, 1st 12lb. Mr. W. H. Hunt 1
Mr. England's wh. Gordon, 1st 12lb. Mr. W. H. Hunt 1
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Mr. England's wh. Gordon

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU	NAGASAKI, KOBE and YOKO.	Monday, 29th May, at 4 P.M.
Idzumi MARU	SEATTLE, WASH., U.S.A., via KOBE, YOKOHAMA & VICTORIA, B.C.	Thursday, 1st June, at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Sunday, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1899.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 300,000

Head Office: 15, Avenue Malignon, Paris

WORKS IN EUROPE at Bordeaux (BACALAN), France or Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demountable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS for Constructing and Working Railways and Tramways.

M. Oppenheimer & Co., Paris.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED.

Having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTONJEE, Elgin Street, Kowloon.

Hongkong, 3rd May, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietors—

THOMAS BEECHAM, St. Helena, England.

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WATKINS & Co., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co., Hongkong, 1st September, 1896.

CARBOLINEUM AVENARIUS USED FOR OVER 20 YEARS.

With the United Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

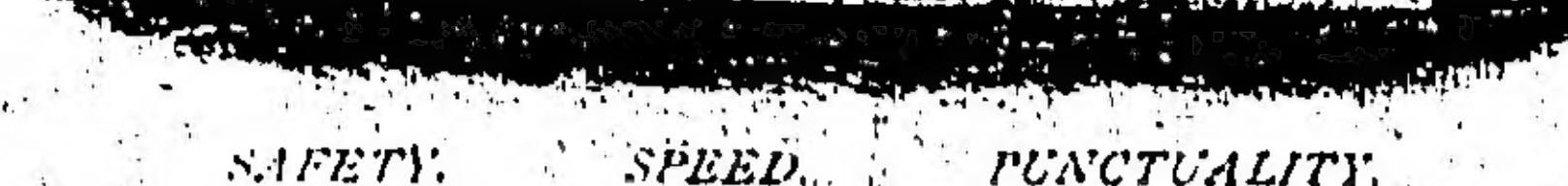
Sole Agents for China—

LUTGENS, EINSMANN & Co., Hongkong, 1st September, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th May, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAN" 4,425 tons gross register, will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, YAMAGUCHI, KOBE, YOKOHAMA. The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 18th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO: VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12nd May, 1899.

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMER and GLADIATOR Co., Ltd., DUNDEE, CYCLES, BICYCLES, PRICE, \$160.

A special reliable Watch made for this Climate.

Quality, \$100.

Quality, \$120.

Quality, \$150.

Quality, \$180.

Quality, \$200.

Quality, \$250.

Quality, \$300.

Quality, \$350.

Quality, \$400.

Quality, \$450.

Quality, \$500.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARKAMATTA" Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 26th May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia, 1,283 J. Truebridge, June 17.

Victoria, 1,352 J. Pantano, July 4.

Tacoma, 1,281 A. Dixon, July 29.

Glenogle, 1,375 J. McGilivray, Aug. 8.

ALSO: FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox, 1,677 J. Williamson, June 3.

Columbia, 1,296 N. Moncan, July 8.

Monmouthshire, 1,274 W. Evans, July 22.

Lenox, 1,677 J. Williamson, Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class. Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the YELLOWSTONE and CASCADE MOUNTAINS.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd May, 1899.

FOR SAN FRANCISCO: THE "ATLANTIC MAIL LINE."

"QUEEN MARGARET" Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN TOMES & CO., General Agents.

Hongkong, 10th March, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE ADRIATIC, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA	HAYRE and HAMBURG.	About 30th May.
Hildebrandt	(LONDON with transhipment in HAMBURG)	May.
BAMBERG	HAYRE and HAMBURG.	About 15th June.
Voss	(LONDON with transhipment in HAMBURG)	June.
*KONIGSBERG	HAYRE and HAMBURG.	About 25th June.
Christiansen	(LONDON with transhipment in HAMBURG)	June.
DEIKE	NEW YORK.	About 5th July.
RICKMERS	via SUEZ CANAL.	July.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) To-morrow, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra, 1,466 J. about, May 30.

Belgian King, 1,379 J. about, June 2.

Carmarthenshire, 1,292 J. about, July 20.

Carlisle City, 1,302 J. about, Aug. 20.

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 10th May, 1899.

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE ADRIATIC, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

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Christiansen	(LONDON with transhipment in HAMBURG)	June.
DEIKE	NEW YORK.	About 5th July.
RICKMERS	via SUEZ CANAL.	July.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

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THE JOHN DOWNSIDE LETTERS.
NO. 1.

A REVISED CHINA.

We republish the following taken from the first number of the *London Letter*, a weekly journal of politics, published specially for the use of Britishers in the Colonies and abroad. We do not entirely agree with John Downside in all he says in this letter, but we do heartily concur in the necessity for downright plain speaking in these days and we wish the new venture every success.

Shanghai Club.

My dear Charlie.—Yes, my dear fellow, you are perfectly right, British interests are going to the dogs.

You ask me to give you my ideas as to a policy which would solve the Far Eastern problem to the satisfaction of the British residents in China. This would seem a big order, but in reality a sound British policy out here would not be so complicated a matter if we were to set about it in the right way. But before going into such a question we must begin by divesting our minds of everything which has gone before, we must forget our politics and our journalism, especially the London portion of it. I was going to say we must forget all about our existing treaties with China, but that would have been superfluous, for the British Government always does that as soon as they are made.

In order to make my argument clear I have sketched out a map of the Far East which is not at all like the authorised maps one buys, except in general outline, for it represents a new Far East which Great Britain could perfectly well arrange without war and almost without complications. The effect of such an arrangement would be that where British influence would be held up by the British Government, for not only should we be respected on account of our practical strength, but even the Chinaman would acknowledge that we had effected something which would operate for his lasting good. Then, again, we could make money, which in a business community is a consideration.

Let me begin by running over a few points with regard to China on which all of us are agreed.

These are—

1.—The Chinese Administration is corrupt and rotten to the core and is incapable of governing the country.

2.—The only method of making China abide by her international contracts is force.

3.—The Russians are in the process of absorbing Northern China and, in measure as they do so, British influence at Peking suffers increasingly.

4.—We do not see our way of stopping Russian aggression as far as land fighting is concerned.

5.—We cannot make any compact with Russia which would be worth the paper it was written on.

6.—There must come a day when Russian aggression will have made the influence of that country paramount with the Chinese Government unless steps are taken to counteract that influence.

7.—Russian influence on China is pernicious in that it is neither of a civilising nature nor embraces the "open-door" policy. All these things being accepted, it seems to me that the remedy lies in our doing away with Peking, or rather with doing away with its political importance. We should in fact shift the capital of China; shift it to a place which is beyond the control of Russia, where we can adequately protect not only the Chinese Empire against her enemies, but also the Chinaman against the official class.

To do this we must reduce the size of China by lopping off from it all of the Northern provinces; we must, in fact, perform the drastic surgical operation of amputating an important limb for the purpose of saving the trunk.

"That is all very well," you will say, "but where are we to have the line? Are we to have an itinerant capital, a caravan, or a junk, which shall recede southward in measure as Russia advances in that direction?" Not at all. Nature has provided a line of demarcation, and that line is formed by the course of the Hwang-ho. That enormous river, with its treacherously shifting bed, will form a terrible obstacle to those who are to build the railway from Peking southwards; and will also cause considerable difficulty to an army attempting to cross it. On the banks of this river we should take our stand, and say to Russia once and for all, "So far shalt thou come and no farther."

No river, it is true, however awkward the natural barrier which it affords, can be regarded as a complete means of protection in itself. Later on, I will tell you how such a frontier could be protected; so for the time being, let us assume that it can be done. Now the first thing to be accomplished in order to bring about what I may call the "Revised China" is to form a solid, strategic and commercial treaty between Great Britain, the United States and Japan; a solid, but a very simple one, the interests of those three nations are at present identical in the Far East. These allied Powers should then approach the Peking Authorities with a scheme of reform for China, and insist on that scheme being put into effect.

In the event of there being any opposition, as no doubt there would be, the allied Powers should withdraw their representatives from Peking and notify the world that they no longer recognise the existing Chinese Government. They should then establish a new Chinese capital. This capital should be Nanking, which is on the Yangtze, was formerly the metropolis of China, and is comparatively "contagious" to Shanghai, the actual progressive centre of Europeans in the Far East. The new Government, with a brand new Emperor, if necessary, should be formed from such of the Chinese as might be chosen by the allied Powers on account of their enlightened views, and totally irrespective of any particular racial, actual or theoretical, or of any existing official class. The new Government would be under the protection, and for many years to come, under the control, of the allied Powers, and Peking should be given to understand that the "New China" would control the whole of the country bounded by the Hwang-ho on the north, the Tonquin and Burmese frontiers on the south, and Tibet on the east; in short that portion which I have sketched on the map and which I have styled "The Revised China." The portion of northern China, above that boundary, which is not actually Russian may be considered as a buffer state, and be relegated to the existing authorities, where they might be left a more or less free hand to continue to work their nefarious will in much the same manner as they do to-day, but over what will be a greatly reduced area. The allied Powers should take over, too, that portion of Korea which I have shaded on the map; more especially on account of its strategic advantages, and this particular part of the allied territory should be handed over to the Japanese as far as governing it is concerned, on the understanding that they should keep a sufficient territorial army there to protect it, and that the "open door" should be maintained. I suppose that we can not at the present day prevent Russia encroaching on Manchuria, and

Mongolia as far as opposing her by land is concerned, but with an alliance on the lines above set down we could readily check her advance on the sea-board or on the neutral territory as we should only have to capture or destroy her fleet—a simple matter—and from time to time as a means of protesting when occasion demanded, we could blow up Vladivostok, Port Arthur, and Tientsin. We could turn the gulf of Pechili into the far eastern Black Sea, holding the Dardanelles in the shape of Wei-hai-wei on the one side and Korea on the other.

Then, again, owing to the position of the long line of Japanese islands stretching right down the Asiatic seaboard for three thousand miles from Kamtschatka to Formosa, and with British Hongkong and the American Philippines at the extreme south we could prevent all possibility of commerce by sea between Russia and the outer world, if necessary. We could, too, discount the anticipated commercial value of the Trans-Siberian Railway. Thus we should have created a moral hold on Russia which would be amply strong enough to make her act reasonably.

You will notice that the Germans at Kiaochow are within the limits of the New China. No doubt, the Germans would be glad enough to work in with the above-mentioned alliance; and in fact, I should be for "letting 'em all come" within reason. We might even take in France, when she has had enough of her one-sided alliance with Russia; for a very doubtful modicum of *la gloire*, whatever that may be, cannot prove satisfying in the long run. By the way, what is this I hear "We are going to make a compact with Russia to give her a free hand in the north of China, on the condition that we are to do what we like in the south." Where would "emcee come in under these circumstances?"

Talking of France brings one to the question of the southern frontier of the Revised China. This I should maintain in its existing form. French political, under the guise of missionary influence is undoubtedly strong in southern China to-day; but it would not be so with a China which possessed any sort of means of self-government and self-defence.

Yours ever,

JOHN DOWNSIDE.

CLIPPING FROM HOME PAPERS.

LONDON, April 22nd.

MR. BALFOUR AND THE TRANSVAAL.

Army Estimates were under consideration during the greater part of the sitting of the House of Commons yesterday. Various subjects of more or less interest were discussed, including the increase of British troops in South Africa. Several Radical members spoke with warmth on this matter, contending that what was happening would inevitably excite the hostility of President Kruger and the Boers, even if it did not arouse the suspicion of the colonists themselves. At length Mr. Balfour appealed to the Committee not to continue the irritating debate. The idea that the troops were intended to coerce anybody in South Africa was utterly absurd. The Government had no provocative intentions. They desired to interfere with no man's rights, but merely to maintain their own. The Johannesburg correspondent of the *Times* says that the population there are awaiting anxiously the decision of the British Government on the recent petition. Everything indicates that Pretoria would yield to pressure. If the opportunity is missed the capitalists will almost certainly make peace with the Government at the expense, possibly, of Imperial interests.

THE ANGLO-AMERICAN UNDERSTANDING.

The *Vaterland*, the leading Clerical organ in Vienna, has published an article, according to the *Times* correspondent, in which *deprobo* of the Samoan difficulty, the writer attributes most of the difficulties of the Continental Powers to the "Shylock" policy of Great Britain and to American competition. He regards the Anglo-American combination as a national support in naval and economic strength to either the Dual or the Triple Alliance, and advocates united action by all the Powers of Continental Europe against it.

APRIL 23th.

ANGLO-AMERICAN UNITY IN SAMOA.

CORDIAL SPEECH BY AN AMERICAN JUDGE. The cause of Anglo-American unity received an impulse at the hands of an American Judge last night. Reuter's New York correspondent says that at the anniversary banquet of the St. Georges Society, the healths of Queen Victoria and of President McKinley were drunk. Chief Justice Fort of the New Jersey Court of Common Pleas, in the course of a speech, said, "The power of unity of purpose of these two great nations cannot be over-estimated. The Samoan incident proves that if Germany had fired alone, or America or England had fired alone, international complications beyond all imagination might have followed. When England and the United States stand together, there was silence in all the capitals of the world. No nation under the sun can refuse arbitration when these two peoples declare that wise policy. The peace of the world is in their hands."

INVITATIONS TO THE PEACE CONFERENCE.

According to reports from Vienna, Bulgaria, says the Rotterdam correspondent of the *Times*, to be invited, with the consent of the Sultan, to attend the Peace Conference, and it is stated that the Pope may possibly be represented too. Commenting on this intelligence, a leading journal there suggests that the Dutch Government should still endeavour to have the two Dutch Republics in South Africa invited to the Conference, the list of invitations being, apparently, not definitely closed. This is said to be the more desirable as the public evidently very painfully resent the exclusion of the Transvaal and the Orange Free State, and are therefore not in the proper frame of mind for the reception of the delegates to the Peace Conference.

SMALLPOX AT HULL.

The sanitary authorities at Hull are displaying considerable energy and anxiety in consequence of the outbreak of smallpox. There are now twenty cases, including the four from the steamer *Port Darwin*, which arrived at Hull from Alexandria yesterday.

THE TRANSVAAL OUTLANDERS' GRIEVANCES. A counter-petition purporting to represent the views of the Outlanders of all nationalities, is at present being signed in the Transvaal challenging the statements in the original petition to the Queen, and expressing contentment with the present Government, and confidence in the ultimate removal of all grievances, should such action be mutual co-operation, and without the mediation of any foreign Government or advice from capitalists.

A ROBIN'S NEST IN A JAM-POT.

In a shed in a garden at Hitchin a pair of robins have been seen as the site for their nest this season a jam-pot, which, with others, had been placed on a shelf. The nest contains several eggs.

APRIL 26th.

THE MILITARY MANOEUVRES IN SCOTLAND.

The military manoeuvres to be held in Scotland in July will be once a year before attempted outside of the Tweed. Ever since the war appointed to the Scottish Division, General

Chapman has wished to hold such operations, but he has only now been able to overcome the difficulties that stood in the way. The scheme embraces not only the "regulars" in the Scottish command, but also about fifteen regiments of rifle and artillery volunteers, the Life and Forth Regiments of Light Horse, and the Lothian and Berwickshire Yeomanry Cavalry. The manoeuvres will be held in the neighbourhood of the historic common of Dunbar. There will be two camps, the northern and the southern. The former will be situated at Castle Moffat, a little to the south of Garvald; and the latter at Crickness, about twelve miles south of Dunbar, and almost equidistant between that town and Duns. The manoeuvring ground will cover an area measuring about seven miles by four miles. The proprietors have come forward in a most patriotic and public-spirited manner, and have not only put no difficulties in the way of the troops being moved over their ground, but are to give every facility. The details are being worked out by a board of officers, at the head of whom is Colonel Winter, D.A.A.G.

A REPORT BY LORD KITCHENER.

After a camel ride of 800 miles through the Eastern Sudan, the *Sirdar* has arrived at Berber. In a telegram to the authorities in Cairo, he says—

"Everywhere I found the people thankful for their release after their terrible suffering during the Dervish rule. The country is much ruined. The Shukriya tribe, which used to pasture 80,000 camels, now has only 1,000. The Hadendawa suffered worse than the other tribes, immense numbers dying of famine in Osman Digna's camp, where the whole tribe was collected by the Daggars and not allowed to leave. Except on the Abyssinian frontier, near the Gallabat and Bache country, public security is excellent everywhere and travelling is safe without guards."

Lord Kitchener met the sheiks of the different districts, who are all cheerfully doing their utmost to repair the damage done during Dervish rule and collecting all the scattered people as far as possible. If there are fair rains this year they hope to make a fair start and rapidly improve. In some parts of the country which Lord Kitchener passed through the soil was very rich, but wells and roads were greatly wanted to open the district. This work has already been begun.

FEELINGS OF THE POWERS TOWARDS AMERICA.

AMERICA.

NEW YORK, Wednesday.

The *Independent*, in an article on the Coghlan incident, says—"So far as actions can be taken as a criterion of thoughts, the feelings of the English during the war were with us heart and soul. We do not know what Admiral Chichester told Admiral Dieckmann. No one but Dewey knew what the British fleet would do in case Manila was bombarded. That was the rumour, at any rate. The Germans certainly gave us some anxiety, while the attitude of the English certainly saved us much trouble. We don't believe the Germans meant to fight. The French ships were polite enough, but the French papers in Asia frothed at the mouth when they spoke of us, and backslashed us after the battle of Manila, calling us bullies, cutthroats, and robbers. The war showed us all the great European nations unfriendly, the single exception being England. We believe we also opened England's eyes to our prowess and our possible mission in the work of development."

THE NEW SOUTH WALES LANCERS.

The squadron of the New South Wales Lancers, consisting of 100 men, under the command of Captain C. F. Cox, which is being brought to this country for drills, &c., will arrive in the *Albatross* at the Royal Albert Dock to-morrow morning and will thence take train to Fenchurch-street Station. They will be there met by some of the officers of the Home District and by military bands, which will play the colonial visitors through the City and along Fleet-street, the Strand, and Waterloo Bridge to Waterloo Station on their way to Aldershot. The route through the City will be by Fenchurch-street, Gracechurch-street, Cannon-street, St. Paul's-churchyard, and Ludgate-hill. The Commissioner of the City Police, Colonel Sir Henry Smith, is making the necessary arrangements for the passage of the troops on the occasion. The vehicles are timed to arrive at Fenchurch-street Station shortly before ten o'clock.

A COSTLY REFUSAL TO PAY A PENNY FARE.

Mr. William Rogers, of Shepherd's Bush, thought he had a grievance against the General Omnibus Company for not putting him down at the Uxbridge-road Station. The omnibus in which he was travelling stopped a yard or so from the bridge that crosses the railway, but he refused to get out there, and apparently out of sheer "cussedness" travelled on to Shepherd's Bush, where he declined to pay the extra penny. Mr. Lane, the magistrate, ordered him to pay the penny, with two guineas costs, and informed him that his conduct was "stupid, obstinate, and unreasonable."

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

WITH TABULATED STATEMENTS OF PLACED

AND UNPLACED PONIES, JOCKEYS AND

OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 6th March, 1899.

Intimations.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Port of Call, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies' Dresses and Under-clothing. Children's

Dresses, and all kinds of Embroidery. Materials can be supplied if required.

The Superioress will also be most grateful for any good old *FRY'S* to be made into

books for the children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [42]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE."

Captain Kock, will be despatched as above TO-MORROW, the 27th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th May, 1899. [7021]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIZURU MARU."

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI RUSSIAN KAISHA, Agents.

Hongkong, 22nd May, 1899. [689a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above on MONDAY, the 29th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th May, 1899. [561a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"HYSON."

Captain F. Fly, will be despatched for the above ports, on TUESDAY, the 30th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 25th May, 1899. [708a]

INDO-CHINA-STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, R.N.R., will be despatched as above on TUESDAY, the 30th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 25th May, 1899. [702a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN."

Captain Fairweather, will be despatched for the above port, on or about the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1899. [571a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched on FRIDAY, the 2nd June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1899. [566a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

THE Company's Steamship

"KINTUCK."

Geo. W. Long, Commander, will be despatched as above on or about the 11th June.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 23rd May, 1899. [606a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA."

Captain A. Nowell, will be despatched as above on or about the 29th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 20th May, 1899. [686a]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:

GERARD C. TOBY, American bark.

Shanghai, by Order.

CORNER, Mainland, British ship, Master—Shanghai, by Order.

Standard Oil Co.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"CARDIGANSHIRE."

Captain A. D. Hadley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 20th May, 1899. [684a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."

are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent.

No Fire Insurance has been effected. J. S. VAN BUREN, Agent.

Hongkong, 20th May, 1899. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Madras, or S.S. *Lakshmi*. Optional Goods will be landed here unless instructions are given to the contrary, before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

